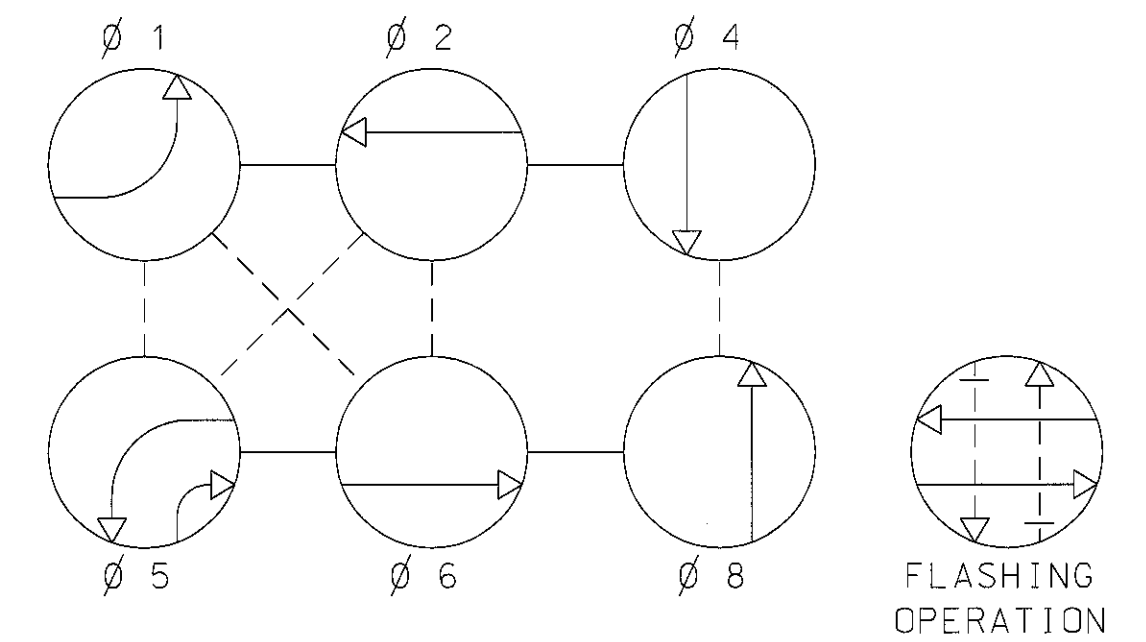


MD 2 IS ASSUMED TO RUN IN
NORTH / SOUTH DIRECTION

- ### GENERAL NOTES

1. GEOMETRICS SHALL BE CONFIRMED PRIOR TO THE INSTALLATION OF THE SIGNAL EQUIPMENT. ALL SIGNAL EQUIPMENT TO BE INSTALLED AT FINAL GRADE AND CLEARANCE.
2. PAVEMENT MARKINGS DETAILED ON THE PLANS ARE PROPOSED AND ARE TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH MSHA STANDARDS, GUIDELINES AND PRACTICES. ALL OTHER PAVEMENT MARKINGS SHOWN WILL EITHER BE INSTALLED AS PART OF THE DEVELOPER'S PROJECT OR ARE TO BE CONSIDERED AS EXISTING. PAVEMENT MARKINGS THAT DO NOT CONFORM TO THE PROPOSED PAVEMENT MARKING SYSTEM SHALL BE REMOVED AS DETAILED ON THE PLANS.
3. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE UTILITY COMPANIES PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT EXISTS BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL EQUIPMENT, THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE PROJECT ENGINEER IMMEDIATELY.
4. DISCONNECT AND ABANDON EXISTING LEFT TURN LOOP DETECTORS ON S.B. MD 2.
5. INSTALL PRESENCE DETECTORS 1 FT. BEHIND STOPBARS.
6. LOOP DETECTORS AND CONDUIT SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
7. LOOP DETECTORS W.B. MITCHELLS CHANCE ROAD AND PASSAGE DETECTORS S.B. MD 2 WILL BE RE-WIRED (SEE WIRING DIAGRAM FOR DETAILS).

NEMA PHASING



PHASING NOTES:

- 1.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2.) PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.

